



HENRY CLAIBORNE.

MONDAY MORNING, MAY 27, 1844.

THE STATE CONVENTION OF THE OFFICERS OF THE CLAY CLUBS, MEET AT UTICA ON THE 1ST Wednesday in June.

THE DAILY TRIBUNE is served at an early hour in any part of the City or Borough, at the rate of five cents per week payable to the Carrier; or by those who prefer it, at the same rate for six months or a year payable at the office in advance. Persons wishing to be served will please send in their names through the Post Office or otherwise.

THE TRIBUNE will be regularly served in the City of Philadelphia on the arrival of the ship, by leaving the same under contract to the City of New York, at the rate of \$2.00 per month, or \$20.00 per year, in advance. Single copies 3 cents. Baw-We do not know how much better the character of gentleness is supported by our Midshipmen than by those of other Nations, but it strikes us that as much gentleness as could be obtained or maintained at double the cost in the British service would answer.

THE CLAY TRIBUNE. Gentlemen in the city who wish to send a valuable and cheap Whig Journal to their friends in the country during the Presidential Campaign, are requested to read the Prospectus of the Clay Tribune, which will be found in another column. Single subscriptions only 10 cents.

A correspondent informs us that the pay of Midshipmen in our Navy is but \$400 an annum instead of \$700 as stated in our paper of Saturday. We were perfectly aware of this, and tried to make it \$400 in our Saturday's paper, also the Commanders' pay \$2,500 and the Lieutenants' \$1,500, but were told it was a profound mistake. It was corrected in our Evening Edition. Our correspondent labors to show that \$400 is not too much for Midshipmen, but his logic is wasted, because we have the opinion of Chaplains and old Lieutenants that a man would be better off as a recruit and in the voice. The fact that a British Midshipman does with \$150 in a month; though our correspondent says that American Midshipmen are expected to maintain the character of Officers and Gentlemen, which the British, unless highly connected, cannot do. We do not know how much better the character of gentleness is supported by our Midshipmen than by those of other Nations, but it strikes us that as much gentleness as could be obtained or maintained at double the cost in the British service would answer.

Letter of Senator Barrow against Annexation.

The Intelligence of Saturday contains a Letter from Hon. ALEX. BARROW, U.S. Senator, "To the People of Louisiana," which puts forth strong and irrefragable arguments, ably expressed, against the Annexation of Texas. We can scarcely spare room for another word on this so thoroughly discussed question; but the Letter of Mr. Barrow well deserves that we should put it on record, and it will accordingly be found on the first page. Coming as it does from one of the leading men of the extreme South, whose constituents are the immediate neighbors of Texas, its views should have additional weight. Mr. Barrow speaks and writes as a Southerner—but his peculiar opinions are expressed courteously and in a manner to offend no man.

The Texas Military Operations.

The public mind already begins to flow toward Texas, to sustain the Military operations in support of John Tyler's Treaty to make war with Mexico. The Intelligence of Saturday contains the replies of the President and of the several Departments to a resolution of the Senate adopted April 11th, calling for information as to the money expended in concentrating troops on the Gulf of Mexico. The resolution of the Senate happened to be addressed to the Secretary of the Treasury, instead of to John Tyler, direct; and hereupon Mr. Tyler looks dignified, and scolds the Senate for its want of good manners. However, from "an anxious desire" that the Senate should be fully informed of every fact relating to the business of the war, Mr. Tyler has taken the trouble to get the replies of his various Secretaries and to transmit them to the Senate. Mr. McC. Young, Secretary of the Treasury *ad interim*, writes to Mr. Mason, Secretary of the Navy—Mr. Mason writes to Mr. Young, complaining also of the shocking manners of the Senate, and stating that he will send the required information to the President, which he does in a separate letter. The same humbug of mock official dignity is gone through with, in the most laughably grave way, by the Secretary of War, after all which we are enabled to get at the kernel of the matter. The Secretary of the Navy says:

"Anxious by a sincere desire that the information sought for by the Senate in their resolution shall be communicated without delay, I have the honor most respectfully to state that the vessels employed in the Gulf of Mexico, and those which it is contemplated to employ, are all under the command of the Gulf Squadron, which was built for the Gulf service, and whose presence, as soon as repairs can be completed, is rendered necessary by disturbances in Cuba and Hayti.

"That no money has been made on the Treasury for the money to be expended, otherwise than to meet the ordinary expenses of the vessels of the home squadron, and no others are contemplated. That these requisitions and expenditures are by virtue of the law making annual appropriations for the service of the Navy, and that the amount of expenditure under each head of appropriation cannot be stated with any degree of accuracy until the Purser's accounts are settled; but no authority has been given, nor is any contemplated to be given, for expending the money on vessels in the Gulf of Mexico in commission, on duty in any part of the cruising ground of the squadron, which, by definite arrangements made in October, 1842, embraces the Gulf of Mexico and the West Indies.

"I have the honor to be, with great respect, your obedient servant," J. Y. MASON.

Mr. Wilkins, of the War Department, comes up to the stand very reluctantly; but we at last reach the cream of the joke:

"No other sums of money will be expended to carry into effect the orders of the War Department, made since the 13th day of April last, for stationing troops or for the purchase of any supplies near the frontiers of Texas or the Gulf of Mexico, than such as are rendered necessary to defray the cost of transportation. All supplies of the troops to the frontier are entitled must be furnished to them wherever they may be stationed. In this respect therefore there is no novel expenditure."

"The contracts for transporting the 34th and 41st regiments of infantry from Jefferson Barracks, Missouri, to Natchitoches, Louisiana, have been received by the Quartermaster General, and the necessary stipulations for the payment of eight thousand one hundred dollars for the transportation of the two regiments between those points. The economy with which this service has been performed will be understood by a recurrence to the cost of the transportation of the 1st regiment of infantry between the same points in 1842, which amounted to fourteen thousand dollars.

"The transportation from Natchitoches to Fort Jesup will be done principally if not altogether by the public lands.

"The several wagons and harness have been purchased for the use of the troops on the southwestern frontier. They would have been ordered in any event as necessary to the service, but the movement of the troops to the frontier of Louisiana would have been perhaps three months sooner than it would otherwise have been issued."

How tart these Honorable Secretaries are! We are confidently of the opinion, however, that troops would not—as they certainly ought not—have been moved to Natchitoches at the approach of the hot season for the Texas operations, and we know it to be absurd to pretend that these combined operations will not cost money.

Internal Improvement Policy and Finances of the State of New York.

We conclude our abstract of Mr. Davis's Report to the Assembly, April 27, 1844:

Let the greatest sceptic cast his eye upon the map of this mighty Western World; let his chain of Lakes of two thousand miles in extent, and his immense territory bordering upon our inland seas, at the Railroad and Canal finished and in progress, all pointing, with the unerring certainty of the magnetic needle, to the Erie Canal. Let him estimate, if he can, the countless millions of Agricultural products and Minerals which must seek a market through this avenue, and the rich returns of Merchandise and Manufactures which will not fail to be supplied through the same channel; and he cannot, dare not, deny that the Canal is inevitably destined to be filled to its utmost capacity.

The Governor tells us in his Message, that "this trade will doubtless continue to increase, and there is reason to believe that the commerce of Lake Erie will be doubled within a short time." The Comptroller and the Commissioners of the Canal Fund have admitted the certainty of some increase. The Chairman of the Committee of Ways and Means, (Mr. HOFFMAN) when acting in another capacity, and before his vision was obscured by the gloomy shadowings of evil omen, not attributable certainly to any adverse results which have since occurred, united in penciling a glowing picture of united anticipations from the inevitable increase of the Western trade.

There may be an honest difference of opinion as to the ratio or amount of increase; but all will admit that its progressive, actual increase, more or less, for years to come, is as certain and inevitable as any human event. Let us look then to the history of the past and upon the facts before us, and see what are the reasonable probabilities as to the amount or ratio of increase.

So far as the business and commerce of the Lakes and the Western world is concerned, it is to be remembered that they must pay tolls upon their agricultural products and merchandise, or whatever they have to transport to or from market, for the entire length of the Canal from Buffalo and Oswego to Albany. If that trade increases, it swells the Canal revenue, of course, in a much greater ratio than a corresponding ratio of increase upon our own internal business communications.

The tolls paid at these points in 1840 and 1843, were as follows:

|                      |           |
|----------------------|-----------|
| 1840.                | 1843.     |
| Buffalo.....\$20,417 | \$50,318  |
| Oswego.....51,539    | 51,539    |
| Total.....\$71,956   | \$101,857 |

Showing an increase in the tolls collected at these two offices, upon the down freight, of \$211,091, or more than fifty-five per cent.

Or, if we look at the tonnage:

|                           |               |
|---------------------------|---------------|
| 1840.                     | 1843.         |
| Buffalo.....130,465 tons. | 224,026 tons. |
| Oswego.....57,791         | 80,492        |
| Total.....188,256         | 304,518       |

It shows an increase in the number of tons transported on the Canal from these points of 117,046 tons, or more than sixty per cent.

So take the tolls upon the merchandise destined for other States, going from West Troy and Albany to Buffalo and Oswego:

|                       |           |
|-----------------------|-----------|
| 1840.                 | 1843.     |
| Buffalo.....\$122,232 | \$123,531 |
| Oswego.....12,008     | 17,068    |
| Total.....\$134,240   | \$140,599 |

It shows an increase at these points of \$5,359, or more than seventy per cent."

If the enlargement of the Erie Canal were completed, it is estimated by the former Canal Commissioners, that it would reduce the expense of transportation fifty per cent. If this be so, then there would be no fears about the capacity of the Canal; or if the tolls were increased only ten to fifteen per cent, the additional tolls (\$50,000) would pay the interest upon an additional debt of ten millions, while those navigating the Canal would save in the reduced expenses of transportation, the like amount of half a million of dollars.

The Mill Tax, unnecessary, unequal and unjust.

When it is thus demonstrated that the same amount of tolls as were realized in 1843, without any increase, will pay the entire debt, and the certainty of that increase, it follows as a matter of course that the tax was unnecessary.

But second, it is unequal and unjust: It would seem to be an obvious act and rule of justice that the burden for the expense of any local improvement should fall upon those who are immediately interested and benefitted by the improvement, and that it would be unjust to make the burden equal, while the benefit was local. But let us hear what the party who are now the sternest advocates for the tax have heretofore said on this subject.

The Canal Board, of whom Messrs. Bonck, Wright, Flagg, and others were members, in a report made in 1830, say—"It would seem to be an obvious principle of justice that the whole State should never be subjected to taxation on account of the Canals. It cannot be imagined that works which are principally beneficial in a local and individual point of view, should impose a tax upon the whole community, and it doubtless would be doing great injustice to that portion of our citizens who inhabit the canal sections, to imagine that they ever supposed that their brethren in other parts of the State would be subjected to taxation to make or maintain the canals, or to extinguish the debt."

And so in the Comptroller's Report for 1844, he says (page 14) "The Tax-Payers, and particularly those in sections not favored in the expenditures, which have created the Canal Debts, have a right to ask when they may expect to be relieved from the burden of the mill tax?"

But if this be an obvious rule of justice as between our own citizens, what shall be said of the justice or propriety of taxing our citizens indiscriminately for the benefit of the citizens of other States, nay of our rivals, so far as agricultural products are concerned?

If our Canal Debt was paid off to-morrow, the tolls would not and cannot be kept on for forty-eight hours of legislation. The Chairman of this very Committee would hasten to frame a bill to reduce the tolls to the mere wants of the Government, which would then be less than a million of dollars, including all the expenses chargeable to the Canal. The citizens of other States who could reach our Canals would hasten hither with the incalculable millions of their agricultural products, grown upon lands purchased at ten shillings (\$125) per acre, and even more fertile than our own, and penetrating every accessible corner of the State—traversing our Canals toll free—and made free by the grinding oppression of our tax law, availing themselves of the cheapest and safest navigation in the world, and to which they have contributed nothing, to come into open competition with our farm, costing from ten to thirty dollars per acre, and enabled by the very operation of our tax law to undersell our own farmers at their very doors! Is it just that our own farms and farmers should be taxed, to hasten the period when all this shall be accomplished?

Let us hear again what the very advocates of the Tax have said upon this very subject, when speaking for a different object and purpose.

In the Annual Report of Messrs. Flagg, Young, Barker, Farrington and Jones, as Commissioners of the Canal Fund for 1844, they say:

"The justice and policy of basing upon the people of this State a debt of twenty or thirty millions of dollars, and taxation for an undefined period, for the mere purpose of cheapening transportation

and enabling the products raised on the fertile and rich lands of the West to compete with the products of our own citizens, derived from lands which cost the owner five or ten times as much as those of his rival, may well be questioned."

Is Oswego willing to pay its \$54,772, and Dutchess its \$100,000, and Cayuga its \$119,000, and Herkimer its \$58,000, and Oneida its \$117,000, and Tompkins its \$39,700, to bring their rival, into market, toll free, to compete with themselves?

But again: We are hastening forward with our mill tax to pay off the debt, even before it is due, and will be directly shown, at a ruinous sacrifice, when, if we have the patience to wait, more than four out of the six millions proposed to be raised by tax, and more than two-thirds of the whole debt, will be paid by these very rival citizens of other States.

For this very year, when we are scarcely beginning to realize what the Western world is to do, full one half of the tolls are paid by the citizens of other States.

Thus: The tolls paid at Buffalo, Black Rock and Oswego, for 1843, amounted to.....\$232,232

Tolls upon merchandise destined for other States.....225,509

Tolls upon Furniture, do do.....11,796

Total.....\$469,537

Additional tolls, on Wheat ground at Rochester, Lockport, &c. and on other articles, estimated at.....150,000

Making the amount paid for 1843, by the citizens of other States.....\$619,537

This ratio, however, must increase, because the tide of emigration is setting West; and, as has been observed, every thing which passes our Canals, to or from market, belonging or destined to other States, must pay tolls for the entire length of the Canal. If the tolls in other parts of the State are stationary, the doubling of this Western Trade, which is confidently and correctly predicted in the Governor's Message, would add another million to our Canal revenue.

About one quarter of the tonnage at Buffalo is on Wheat in bulk, and two-thirds of this is manufactured in transit, passing on, of course, in the shape of Flour.

The miserable economy of the measure, (the mill-tax), then, is shown thus: The money in the hands of the tax-payers is worth seven per cent.; it costs the Government seven per cent. more to collect it, making fourteen per cent.; and it is then to be loaned to the Albany Banks at three per cent. interest, to remain as a "sacredly devoted" Sinking Fund, waiting the slow maturity of our Stocks, running from 1845 to 1865—

What would be thought of an individual who thus conducted his own private affairs, and undertook to provide for debts due at a distant day at such an enormous rate of interest, when his certain income would provide for it all?

But it is contended that the Tax and Stop policy has raised the value of our Stocks in the market. If this be conceded, *cut bono*? What benefit does the State derive from it? Whether the Stocks are above or below par, the Treasury goes on steadily, paying its stipulated rate of interest, and the principal at maturity, without regard to any fluctuation in the market, or change of hold.

If our 6 per cents. had been sold in the market at 50 per cent. it only proved that one dealer in Wall Street, who had shaved his fellow when he bought at 81, was himself victimized for one per cent. when setting day came round for himself; but the State was neither gainer nor loser by the operation. If our Tax law had the effect to raise the value of the Stock in the hands of the last shaver from 80 per cent. to 100, is this a sufficient compensation to the tax-payer, when he comes to understand that the State does not gain or save a farthing by the operation? Needy and greedy office-seekers—who have made politics a trade, and have found that charging the debt as a Whig debt, and the Tax as a Whig measure, or the consequence of Whig measures, has helped to secure the political ascendancy, and give them the spoils of office, may find in all this, more than an equivalent for the scanty tax they may have individually paid, and may well say—unless they have conscientious scruples against singling—the praises of the Tax laws.

New York and Albany are vendors of merchandise, and may find counterbalancing advantages in their increased trade. The brokers and stockholders of Wall Street, who have realized an advance of 25 per cent. upon their stock, may well applaud the wisdom of that tax and stop policy that has "made the rich richer."

The Albany banks may glory the tax law, which brings annually to their already well filled vaults its \$575,000, which they borrow from our "sacredly devoted sinking fund" at 3 per cent., and re-lend to their customers at 7—and those customers who profit by their increased moneyed facilities, as well as by the cheaper prices of articles of consumption, may give their passive assent;—but how is the country—how are the citizens of counties remote from the public improvements—how are the agricultural tax-payers to be profited by a tax, which hastens to bring rival competitors from other States into the same market—and rivals too, who with the present moderate tariff of tolls, can even now, by reason of the cheapness and fertility of their lands, undersell them, and almost drive them out of the market?

The tax imposed by the stop and tax law of 1842 is pledged to the public creditors of the State, and the surplus of the revenues to be at least equal to one third of the interest on the Canal debt is to be sacredly devoted and applied as a sinking fund, to the redemption of the debt.—The tax for Canal purposes is to be continued until the Canal revenues, independent of the tax, shall be sufficient to pay the whole interest upon the State debt, all the expenses chargeable to Canals, its annual contribution of \$200,000 to the General Fund, and a net surplus, beyond all of more than one third of the interest on the whole Canal debt. Under the provisions and limitations of this law, the Comptroller informs us, in his annual report, that this tax is probably to be continued until 1850. The total amount of the tax for the whole period is a fraction short of six millions of dollars, of which New York City and county would pay upwards of two millions; Kings \$296,000; Dutchess \$190,000, and other counties in proportion.

THE WHIG STATE CONVENTION OF NEW-JERSEY, to be held at Trenton on Wednesday next (29th), will be addressed by DANIEL WEBSTER, of Mass. EDWARD STANTON, of N. C. THOS. BETLER, King of Ga. and other distinguished Whigs. An Extra Train has been arranged to start from Jersey City at 6 A.M. and reach Trenton from 10 to 11, leave at 6 P.M. and reach Jersey City in return about 10 P.M. Fare for the entire trip, One Dollar! We rather suspect there will be a few Whigs in Trenton on Wednesday—say 5,000. If there were Railroads from all parts of the State centering on Trenton, that City would hardly hold the People.

THE DISCUSSION OF THE TEXAS TREATY in the Senate has been suspended until Thursday, in order, probably, to give the Loco-Foco members an opportunity to be present at their Conventions.

JUDGES' SALARIES.—A bill has been introduced into the Connecticut Legislature to raise the salaries of the Chief Justices of the Supreme and Superior Courts to \$1500 per annum, and those of the Associate Judges to \$1400. The present salary is \$1000.

SUBSCRIPTIONS FOR CLAY TRIBUNE.

|                   |                      |
|-------------------|----------------------|
| Salisbury, Mass.  | 5 Union Mills, N. Y. |
| Bio Island, N. Y. | 5 Lewiston, N. Y.    |
| Brookline, Mass.  | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
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| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |

Bishop Hughes and the Herald.

We cannot advise the public to read the Herald, but we wish all would witness the writhings of its Editor under the justice administered to him by Bishop Hughes, in exposing his calumnies on that Prelate in regard to the School Question. He asserts that his atrocious libel on Mr. O'Connell and his wife (now deceased) was written by an assistant in his office, but he does not pretend that it was ever retracted, disavowed, or qualified by himself. He says his report of the Bishop's remarks at Carroll Hall was made by the same man who made the report which appeared in the Catholic Freeman's Journal—probably enough, when it appears that one of the Herald reporters was hired to make a report for the Freeman's Journal, and did nothing but cut out his Herald report from that paper, and alter a few words. Such a report might pass without comment in the hurry and excitement of the moment, and yet be very incorrect, or even designedly unjust. But it was the Editorial comment which accompanied it in the Herald that gave it a meaning and a direction never dreamed of by the speaker.

On the main questions brought fully into view by Bishop Hughes, by his solemn denial that he has ever designed or desired to deprive any child, whose parents approved it, of the reading of the Bible in our Public Schools, or to organize a political party on the School or any other question, or to act politically upon that question any farther than to prevent those who really deemed a modification of the School System just and proper from being constrained by party tactics to vote directly against such modification, the Herald flounders through a column or two of stale repetition of its threadbare assertions, and there leaves the subject, as the Journal of Commerce had done before it. Why is this? For years a clergyman has been almost daily visited with unmeasured obloquy on a charge of doing what he solemnly declares he never sought or desired to do; and he challenges the production of any evidence of the truth of the charges. In reply, he has the old assertions and the old abuse repeated. Is this fair? Is it manly? Is it the way men controlling public journals should meet those who have so long assailed? We stand up for justice and fair play. Let us have evidence adduced, or let the charges be abandoned for ever.

LETTER FROM THE MAYOR TO BISHOP HUGHES.—The following is a copy of a letter sent yesterday by Hon. JAMES HARKER, Mayor of New York, to Right Rev. Bishop HUGHES, in reply to his communication published in the Courier & Enquirer of Monday last: (Courier.)

MAYOR OF NEW YORK, New York, May 25, 1844.

REY. AND DEAR SIR: My attention has been directed to a letter, bearing your name, and addressed to me, in the columns of the Courier & Enquirer. If there had been any thing in it requiring an answer from me, you would doubtless have thought it proper to send me a copy before publication; and as you do not, I am right, probably, in supposing that your exclusive object was to address the public.

I perceive, however, in the first paragraph, that you have been threatened with personal injury, by one whose name is not withheld from you. This is a matter proper to calling within my cognizance, and I have to request, therefore, that you will favor me with such information and evidence as may be in your power, available for my official action in the premises.

I have the honor to be, Very respectfully, your obedient servant, JAMES HARKER.

THE NEW-ORLEANS BEE OF THE 18th contains a call signed by 5 or 600 Whigs of that city for a meeting to resolve upon the nomination of CLAY and FREELINGHUYSEN.

ILLINOIS.—The Hon. O. B. FIELDS of the Third, STEPHEN A. DOUGLASS of the Fifth, and JOSEPH P. HOGG of the Sixth Congressional Districts of Illinois—the present Representatives—have been nominated by the Loco-Focos for reelection to Congress.

The Whigs of the Fifth District have nominated O. H. BROWNING who was defeated at the last election by Stephen A. Douglass. In the Seventh, the District at present so ably represented by Mr. Hardin, they have nominated E. D. BAKER, Esq.

TIMOTHY EDWARDS, of Jersey City, has been appointed a member of the New Jersey Board of Commissioners of Pilotage, in place of Com. J. D. Williamson, deceased.

INCENDIARY AT ALEXANDRIA, LA.—There was a report in New Orleans on the 17th, as we learn by the Tropic, that a breach had been made in the levee at Alexandria, and that a part of the town and some of the adjacent plantations were under water.

THE MAXIMS OF ANOQUIS, BY CHAS. W. DAY, author of "Hints on Etiquette," has been reprinted from the London edition by Utis. Brothers & Co., Boston. It is a rather cynical treatise on rascality in all its phases, professedly based on the observation and experience of the author. He says he has traveled widely, and learned the ways of the world and its knavery, until even Italian picture-dealers declared him sharp-sighted; a Greek has confessed that he 'knew the world'; and even the 'Christians' of Peru could not cheat him. He'll do.

THE LADY'S COMPANION for June has been issued very neatly. It has three engravings, and articles by Mrs. Sigourney, Mrs. Elliot, Mrs. Emory, Hannah F. Gould, &c.

THE TREATY IN THE HOUSE.—The Editors of the Intelligence furnish us the following information of the state of feeling in the House of Representatives on the Treaty:

"The votes in the House of Representatives yesterday indicate a sound state of opinion in that body on both the Texas and Oregon questions.—There is little chance of a vote passing even the House of Representatives for violating an existing Treaty with one nation, by seizure of territory in the South, or abrogating existing treaty stipulations with another, to force unreasonably the natural tendency of things in the Northwest. With regard to the Texas question, indeed, we are not sure that the feeling against the recent action of the Executive in the matter of Texas is not as strong, if not stronger, among a portion of the 'Democrat' Members of Congress than among their opponents."

THE SOUTHERN MAIL.—We can bear feeling testimony to the truth of the complaint copied below from the Journal of Commerce. There is not another mail that reaches New York so irregularly as the Southern. We have not had leisure to inform ourselves where the fault lies, but a grievous one lies somewhere, and should be corrected promptly.

The Southern mail, which ought to arrive at 1 o'clock P. M. is seldom in so that the papers are distributed before half past 2 o'clock. A little more promptness and regularity would be a great convenience to the public, and especially to the publishers of evening papers, and evening editions of morning papers.

COURT CALENDAR.—This Day.

CIRCUIT COURT.—Nos. 31, 17, 50, 4, 30, 36, 48, 42, 11, 13, 15, 16, 40, 25, 2, 4, 37.

COMMON PLEAS.—Nos. 31, 33, 34, 36, 37, 40, 41, 2, 12, 23, 26.

SUBSCRIPTIONS FOR CLAY TRIBUNE.

|                   |                      |
|-------------------|----------------------|
| Salisbury, Mass.  | 5 Union Mills, N. Y. |
| Bio Island, N. Y. | 5 Lewiston, N. Y.    |
| Brookline, Mass.  | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |
| Brooklyn, N. Y.   | 5 Waterville, N. Y.  |

From China.—Boston.

The ship Akbar, of Bristol, arrived at this port on Saturday, from Canton Feb. 16.

The Akbar touched at Cape Town on her way to New-York, and reports that the U. S. brig of war Perry sailed from Cape Town to China on the 25th of March.

The clipper Antelope, Dumaresq, on her passage from Boston to Canton, reports speaking the U. S. ship Brandywine, with Mr. Cushing, minister, on board, and his arrival was looked for daily when the Akbar sailed.

The Press of February 10 represents trade at Canton as going on quietly in its ordinary course; in cotton manufactures there had been large transactions at fair prices.

The accounts from Chusan were to the effect that Ningpo there were complaints of nothing being done in the way of trade. The opium market, happily, was in a very depressed condition: prices giving way daily. Patna had been sold at 600, and Benares at 500; but these prices could no longer be obtained. For Malwa there was no demand at all.

At Hong Kong the settlers complained bitterly of the hard terms imposed on them in the Government's recent measures. Their improvements all related to the Crown after the lapse of seventy-five years.

Pracies were still frequent in the inner waters. On the 5th of February the boat of the Isabella Robertson was attacked within sight of Macao and robbed of three boxes containing value of \$7000, and many other robberies of the same kind had been committed.

The Press reports the trial of several Chinese, before the English Court at Hong Kong, for robbing some fishing boats. The Chief Magistrate doubted his authority to convict and punish, and referred the matter to the Governor, who sentenced the prisoners to five years' imprisonment for hard labor, and 100 lashes in each year; also to stand an hour in the pillory before each flogging; and at the end of the five years to be banished from the island, under pain of imprisonment for life if they returned.

Gen. D'Aguiar has published general orders, strongly reprobating the conduct of certain British officers in going from Amoy to Chang-chow, which the Chinese officials had complained of as an infraction of the Treaty.

Important from the River Plate.

The bark New World, of Boston, from Buenos Ayres April 3, brings news that a severe attack took place at Montevideo March 29th, between a party of Colorons, (Montevideans), commanded by Pacheco de Ober, the Minister of War, and the besieging party, commanded by General Nuñez, in which the latter was killed, together with two hundred of his men, and a large number were wounded. Colonels Estaro and Rosas, of the Montevidean party, were wounded, the former said to be mortally. It was said three other Montevideans were killed and fourteen wounded. The despatches of Gen. Nuñez were taken in his camp by the Montevideans. The number said to have been engaged on each side was 3,000 men.

A partial blockade of Montevideo still continued, against all fresh provisions, more particularly stipulated eggs and chickens, from which those stipulated to be waggish called it the "egg and chicken blockade."

Gen. Rivera was in the rear of the camp of Gen. Oribe, and it was thought as the winter closed in the besieging party would retreat. The demand of the French Admiral that the Frenchmen in the Montevidean service should lay down their arms, had not been complied with.

The brig Gen. Pinckney, at Baltimore, brings advice to the last ult. from Montevideo. According to these, the battle spoken of